

# **CITIZEN'S TRANSPORTATION OVERSIGHT COMMITTEE**

**Burton Barr Public Library  
1221 North Central, Rm. B  
Phoenix, Arizona**

**July 26, 2005  
Meeting Minutes**

A Citizen's Transportation Oversight Committee (CTOC) meeting was held at the Burton Barr Public Library, 1221 North Central, 1<sup>st</sup> Floor, Room B, Phoenix, Arizona on July 26, 2005 with Chairperson Roc Arnett presiding.

## ***Members Present:***

Roc Arnett, Chairperson  
Jim Lykins, Maricopa County District 2  
Nelson Ladd, Maricopa County District 3  
George Davis, Maricopa County District 4  
Jack Lunsford, Member at Large

## ***Members Absent:***

Terry Rainey, Maricopa County District 1

## ***Others Present:***

Elizabeth Neville, ADOT  
Kwi Kang, ADOT  
Ron Gawlitta, former CTOC member  
Michael Hendrickson, Citizen  
Wulf Grote, Valley Metro  
Brian Townsend, Senate staff

Bill Hayden, ADOT  
Michael Dennis, ADOT  
Kim Martineau, Senate Trans. Analyst  
Bob Hazlett, MAG  
D.D. Barker, Citizen  
Edward J. Johnson, Citizen

## **1. Call To Order:**

Chairperson Arnett called the Citizen's Transportation Oversight Committee meeting to order at 4:00 p.m.

Chairperson Arnett presented Ron Gawlitta, District 3 with a Certificate of Appreciation plaque from the Governor in recognition of serving two terms on the Citizen Transportation Oversight Committee.

## **2. Approval of Minutes for April 1, 2005:**

A motion to approve the minutes of the April 1, 2005 meeting was made by Mr. Lykins, seconded by Mr. Lunsford and passed unanimously.

### **3. Staff Report:**

**Bill Hayden, ADOT**, reported the following information:

- Two additional segments of the Regional Freeway System opened in June, 2.4 miles from the Loop 101/Price Freeway east to Arizona Avenue on the Santan Freeway and 2.2 miles between Higley and Power on the Red Mountain.
- Grand Avenue: Eight of the six-legged intersections have been improved over the past four years. The 67<sup>th</sup> Avenue and Northern intersection opened to traffic in June. The intersection at 59<sup>th</sup> Avenue and Glendale is currently underway and completion of a bridge over Grand Avenue in November will open the intersection up for full directional movement. We anticipate full completion of the work on Grand Avenue in May 2006.
- Red Mountain: University to Southern – We will advertise this project in August and start construction in January 2006.
- Red Mountain: University to Power – This segment is not only the most expensive segment of the Regional Freeway System to be constructed, but the most complex.
- As of June 30 we have opened 114 miles or 82 percent of the Regional Freeway System, 12 percent or 16 miles are currently under construction, and six percent is planned. ADOT has obligated \$5.4 billion for construction of the system and \$343 million in costs remain for sections not yet completed.

**Mike Dennis, ADOT Environmental Department**, reported on the Rubberized Asphalt program:

- The ARFC Overlay Program consists of 10 different construction phases, of which the Quiet Pavement Research applies to the first five. Their agreement with FHWA includes an assessment of whether or not ARFC can be used as a noise mitigation strategy. The before and after measurements indicate a six to nine decibel reduction at the roadbed, which translates into neighborhoods as an average 5.3 decibel reduction. All five phases of the Quiet Pavement Pilot Program will be complete at the end of this year.

The following questions and comments were made:

- Mr. Davis commented, in his opinion the Rubber Asphalt program has been very successful. He asked how long they anticipate rubberized asphalt to last. Mr. Dennis explained ADOT has been researching rubberized asphalt since 1975 and actively began using ARFC on one section of I-19 in 1988. Based on readings taken along that segment, they anticipate the noise reduction to last the life of the pavement which is expected to be 10 to 12 years.
- Mr. Ladd asked how thick is the rubberized asphalt. Mr. Dennis responded one inch. He said the rubberized asphalt resists rutting and other heat related problems; although they do have some snow related issues in colder climates.
- Mr. Hayden reported they have spent \$64 million on rubberized asphalt to date and approval of Proposition 400 included \$279 million for improved and increased maintenance and litter pickup in the valley and \$75 million for noise mitigation. Those funds will be used to rubberize asphalt almost the entire valley freeway system.
- Mr. Lunsford asked what is the per-mile cost of rubberized asphalt. Mr. Hayden said between \$350,000 and \$450,000 per mile of six lanes. He pointed out they utilize recycled rubber tires for development of the crumb rubber.



## **Financial Compliance Audit**

**Bill Hayden, ADOT**, reported Deloitte & Touche, LLP, (auditor) found the Financial Compliance audit for ADOT, (RARF) met all of its obligations with no exceptions, violations or exceedances of the budget.

A motion to approve the Financial Compliance audit findings was made by Mr. Lunsford and seconded by Mr. Lykins and passed unanimously.

## **CTOC Budget FY 2005/06**

Bill Hayden, ADOT, stated last years budget (FY 04/05) includes an allocation of \$10,000 for personnel services and \$363,000 for professional and outside services, which is by far the largest line item in the budget and is directly related to the two major audits that were recently completed. A minimal travel budget of \$200 covers travel within Maricopa County and \$4,800 for All Other Operating Expenses covers all administrative costs. The total operating budget for FY04/05 totaled \$378,000. The FY05/06 budget reflects a dramatic decrease in overall costs, primarily because of the elimination of the two major audits. The Personnel Services budget has increased slightly to \$12,000, but the Professional and Outside Services decreased to \$100,000. He said the in-state travel budget increased to \$1,000 and the All Other Operating Expenses budget was increased to \$8,000. He stated the total budget was reduced to \$120,500.

The following questions and comments were made:

- Mr. Lunsford asked what will the Professional and Outside Services budget cover in 2005/06. Mr. Hayden stated the budget includes funds to cover the cost of consultants used to prepare reports. Mr. Lunsford asked if \$100,000 is consistent with previous years. Mr. Hayden responded yes.
- Chairperson Arnett suggested they add another \$50,000 for Professional Services to cover the costs associated with the performance and audit process that is to be followed for Proposition 400. Mr. Hayden said Chairperson Arnett's comment is valid and insightful, explaining they did not increase the line item at this time because they felt it would be premature to do so until they have had workshops with other transit elements of the valley. One of the decisions that will come out of the workshops is the types of audits with which they will proceed. Chairperson Arnett asked if they could adjust the budget at a later time if necessary. Mr. Hayden said they will have a workshop opportunity with the Auditor General's office, at which time the Auditor General's Office will give direction as to the breadth and scope of the type of audits CTOC will participate in. Chairperson Arnett said he is comfortable moving forward with the proposed budget amount with the understanding that an adjustment may be necessary in the future to cover costs associated with performance audits.
- After further consideration, Chairperson Arnett recommended they include the additional \$50,000 to ensure they have it in the budget, stating they can return the funds if they are not spent.
- Mr. Davis pointed out the costs could exceed \$50,000, suggesting they simply make a motion that allows them to adjust the budget according to the need.
- Mr. Hayden stated Chairperson Arnett's suggestion to add funds to the budget has merit, but a large share of the funding needed will come from the other transportation entities.



A motion to approve the FY 2005/06 Budget, including a \$50,000 increase to Line 620 was made by Mr. Lunsford.

- Mr. Davis asked if \$50,000 will be sufficient.

A motion to approve the FY 2005/06 Budget as presented, with the exception that CTOC will have the opportunity to request additional expenditures for Line 620 as needed was made by Mr. Davis. Mr. Ladd seconded the motion and the motion passed unanimously.

#### **4. Regional Freeway System Performance Audit for 2000-2005:**

**Bill Hayden, ADOT**, stated he was with the Department during the Proposition 300 projects and participated in all previous audits and, without doubt, this audit proved to be the most positive and supportive. He stated recommendations from the audit were for improvements in ADOT's project documentation policies and practices, that historical review and additional evaluation information be better used in the RFS oversight process, and that they consolidate currently decentralized program and project data. The auditors found it difficult to collect information from the numerous components of the Department's engineering, financial, right-of-way, and environmental functions and felt it would be better to centralize the information. While DMJM Harris has been primarily responsible for the past 10 years for gathering and keeping financial and engineering data, that did not eliminate the Department's responsibility to do so as well, resulting in a dual-tracking process. Unfortunately, the information DMJM Harris and the Department had was not always consistent. Under Proposition 400, three management consultants will be used and DMJM has been selected as the lead consultant responsible for data gathering. Furthermore, estimates for right-of-way acquisition made five years earlier were underestimated due to the unanticipated appreciation of property values in Maricopa County; therefore, the budget to purchase right-of-way was exceeded. The audit indicated that completion of the Regional Freeway System by late 2007 will be delivered on time and within the remaining available funding. ADOT has improved its project and program management processes by utilizing current private and government business practices.

Mr. Hayden reviewed the following six major recommendations made by the auditors:

##### Recommendations for ADOT

- 1) To continue to improve and implement successful project management practices, both through the completion of the accelerated program and in the implementation of the new RFS programming, including the current change order review and approval process.
- 2) To develop and implement a memorialization and retention policy for documentation of approved project changes and key project decisions which enables easy documentation location and review:
  - a) To consider developing a checklist to keep in the centralized project files that indicates all types of documentation to be included in the file, so that at any point, a project file can reasonably be expected to provide a comprehensive overview of changes to the project and/or other key project decisions throughout the project's development.



- 3) To develop a single database, or a system of coordinated databases, which is capable of generating reports that track, present, and explain the history of a project's incremental and cumulative development, including budgeted to actual costs, timeline and scope of changes. Ideally this system should allow queries and reports for individual projects, whole corridors, and the accelerated program overall.
  - a) Additionally, in the process of establishing a method of retrieving consolidated data, ADOT should examine opportunities to allocate indirect and/or apply direct project costs currently captured as "system-wide" expenditures for the purpose of Life Cycle Certification Reporting on corridor-specific obligations.
  - b) To define and track right-of-way acquisition budgets and budget changes to watch for opportunities to increase its ability to anticipate the impact of the right-of-way acquisition process on overall project budget.

#### Recommendations for ADOT, MAG and STB

- 4) Require comparisons of historical budgets and estimated completion dates – and the memorialized explanations for all prior changes to them – when evaluating newly proposed changes. Proposed changes should also require the presentation of impact on key performance indicators established for the RFS program and other metrics for comparison to enable analysis of cost-efficiency and effectiveness.
- 5) Define key performance indicators for RFS program that will help ADOT, MAG and STB recognize trends of performance that might trigger greater analysis for opportunities to improve cost-efficiency and effectiveness.
- 6) Require separate tracking, monitoring, and reporting on the completion, including funding and actual costs, of the Accelerated Program separately of the funding, costs, and timelines for initiative resulting from the passage of Proposition 400.

The following questions and comments were made:

- Mr. Davis thanked Elizabeth Neville, Bill Hayden and Dennis Smith for providing information to assist him in coming up to speed. With regard to the stakeholder issues, he said it is important that they all have input and an understanding of the auditor's report. He pointed out Phoenix's population has increased by 59 percent since 1990, compared to the national rate of only 17 percent. He stated, despite the continued opening of additional miles of the Regional Freeway System, the system is, at best, barely keeping pace with the increased traffic. He said the report found capital construction costs for a selected number of segments of the Regional Freeway System varied between \$2,380,000 to \$3,780,000 per mile, which is well within construction cost standards adopted by CalTrans.

A motion to approve the 2005 Performance Audit findings was made by Mr. Davis and seconded by Mr. Lykins and passed unanimously.



## 5. Status Update of Light Rail Program:

**Wulf Grote, Valley Metro**, explained light rail will have two tracks, one for each direction, and the first line will be operated primarily in its own lane within a street environment. He stated the initial line will measure 20 miles, of which, 13.5 miles will be in Phoenix, 5.5 miles will be in Tempe and slightly less than one mile will be in Mesa. He stated the initial line is programmed for completion by the end of 2008. He identified the route and station locations in Phoenix, Tempe and Mesa. During peak periods they anticipate running trains every 15 minutes and during off-peak hours and depending on the time of day the trains will run between 20 and 30 minutes. The trains will run 18 to 20 hours per day, seven days a week and they anticipate an opening day ridership of 26,000 and 2020 ridership to reach 50,000. Each station will include an art component and will offer both horizontal and vertical shade elements to protect those waiting to board the trains. Each station will also offer free parking to encourage people to utilize the system. Design of the project has been completed and construction is currently underway in Tempe and downtown Phoenix. The maintenance and storage facility foundations have been completed and the walls are being erected, the new bridge over the canal is nearly complete and the first tracks are being laid. Work on the Town Lake

Bridge began in March and the bridge piers are being drilled. A vehicle mock-up is being completed and will arrive in the fall for public display. They are currently focused on the first extension into the MetroCenter area. The alternatives analysis has been completed and they are now proceeding with environmental work. As of now they do not contemplate crossing the freeway because of future plans to widen the freeway. They anticipate the MetroCenter extension to open for operation by the end of 2012. A 27 mile light rail component of the Regional Transportation Plan identifies \$2.3 billion to go beyond the initial 20 mile project. Assuming a positive cash flow, the five phase program calls for Phase I – MetroCenter to be completed in 2012, Phase II – Mesa/Tempe in 2015, Phase III – Glendale in 2017 and I-10 West in 2019 and Phase IV – NE Phoenix in 2025. Given the federal processes involved, it will take about nine to 10 years to develop a project

The following questions and comments were made:

- Mr. Grote explained for Chairperson Arnett that, while they originally had a line running through the ASU campus, concerns about electrical/magnetic forces on sensitive research equipment resulted in their relocating the line to its present location.
- Mr. Lunsford asked how the line will cross the Salt River. Mr. Grote stated a new bridge will be constructed immediately east of the Union Pacific Railroad bridge.
- Mr. Lykins asked if the initial 20 mile segment will open in phases. Mr. Grote said the intention at this time is to open all 20 miles at the same time.
- Chairperson Arnett asked what is the probability of opening in December 2008. Mr. Grote said there is every indication at this time that the December 2008 date is a valid date.
- Chairperson Arnett asked how do the actual costs that are coming in compare to the initial cost estimates. Mr. Grote stated increased market costs have affected some of the bids and contractors are asking premium prices because they already have a lot of work. They are still within budget overall because they had the foresight to ensure they had appropriate contingency reserves on the project. The vehicle contract was actually \$15 million under budget.



- Mr. Grote explained for Chairperson Arnett that the Automated People Mover project is an Aviation Department project with the City of Phoenix and is completely separate from the light rail project. None of the costs related to the future development of the People Mover are tied to the light rail project.
- Chairperson Arnett asked Mr. Grote what he would consider key components of any performance measures to be implemented. Mr. Grote stated the federal government already has some performance indicators in place for developing the project. Ridership will be the key component of any performance measure. Chairperson Arnett pointed out CTOC is required to establish performance measures, stating he is trying to understand how that can be done. Mr. Grote said, while specific performance measures may not have been placed on the system before, systems throughout the country measure performance all the time. Chairperson Arnett noted the ballot stated the balance of the funding will not be used until it is proven the first 20 miles performed well.

**6. Expanded CTOC Role per Proposition 400:**

Mr. Hayden suggested they reschedule this item until the Committee's next meeting after members have an opportunity to review HB 2456.

**7. Status of City of Phoenix People Mover:**

This item was not discussed. Mr. Hayden explained the representative from the People Mover organization was unavailable to make a presentation. He suggested they reschedule the presentation for one of the Committee's next meetings.

**8. Call to the Public:**

**Diane "DD" Barker, citizen**, asked why bus hours are being cut back when they were promised extended bus hours. She also asked if CTOC will comment to the FAA in Los Angeles on the Draft Environmental Impact Statement they conducted for Sky Harbor. Not only do they have underground environmental problems, but air quality issues as well. She suggested the

Light Rail funds are in danger because the City of Phoenix, who has been financing the project, has a budget shortfall. She said she is not against the idea of Light Rail, but she does oppose the piecemeal approach. She recommended they go back and look at the 2003 alternative analysis of the Light Rail system to see if a better job can be done.

Chairperson Arnett asked staff to write a letter in response to Ms. Barker's comments about the city cutting services. He stated Ms. Barker's comments regarding Sky Harbor are out of the Committee's jurisdiction, but they appreciate the information. Ms. Barker disagreed; noting the Environmental Impact Statement specifically mentions tying the People Mover into the Light Rail.

**9. Next Scheduled Meeting:**

Tuesday, September 27, 2005, 4:00 p.m.  
Location to be announced

Chairperson Arnett reviewed the future meeting schedule, stating meetings will be held at 4:00 p.m. September 27, October 25, December 13 and January 24 2006. He suggested they vary the location of the meetings to encourage citizen participation. The motion was approved by Mr. Davis and seconded by Mr. Lunsford.

**10. CTOC Member Reports:**

Chairperson Arnett noted Mr. Lunsford was invited but unable to attend a meeting wherein he, Mr. Mendez and Mr. Buskirk discussed a number of issues about the system and processes. They are going to move forward with a series of meetings to try to get a better handle on what they should and should not be doing. He expressed his opinion CTOC should be the driving force to establish performance measures. Members may be asked to serve on ad-hoc committees.

Mr. Hayden, on behalf of ADOT and the Life Cycle support staff, acknowledged and thanked Mr. Gawlitta for his service on CTOC.

**11. Closing comments and Adjournment:**

Meeting adjourned at 6:10 p.m.